

Message Text

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ACTION EB-07

INFO OCT-01 EA-06 ISO-00 CAB-02 CIAE-00 COME-00 DODE-00

DOT-00 INR-07 NSAE-00 FAA-00 L-02 SS-15 NSC-05 /045 W

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R 170330Z FEB 75

FM AMEMBASSY MANILA

TO SECSTATE WASHDC 649

INFO CINCPAC HONOLULU HI

AMCONSUL HONG KONG

AMEMBASSY TOKYO

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E.O. 11652: N/A

TAGS: EAIR, US, RP

SUBJECT: CIVIL AVIATION AGREEMENT

1. IN THE INTERIM CIVIL AVIATION AGREEMENT WHICH THIS EMBASSY NEGOTIATED WITH THE PHILIPPINES LAST SUMMER, ONE OF OUR PRIMARY OBJECTIVES WAS TO INCREASE THE FREQUENCY AND CAPACITY OF FLIGHTS BY UNITED STATES CARRIERS SERVING MANILA. THIS OBJECTIVE WAS PREMISED ON THE ASSUMPTION THAT SUCH INCREASES WOULD BETTER SERVE THE AMERICAN TRAVELLING PUBLIC, IMPROVE AMERICAN OFFICIAL AND COMMERCIAL COMMUNICATION, AND REBOUND TO THE EARNINGS OF AMERICAN CARRIERS.

2. FROM THOSE NEGOTIATIONS, WE GAINED THE RIGHT BEGINNING APRIL 1, 1975 FOR TWO AMERICAN CARRIERS - PANAM AND NORTHWEST - EACH TO FLY FOUR WIDE-BODIED AIRCRAFT PER WEEK FOR A TOTAL OF EIGHT FLIGHTS PER WEEK. WE ALSO GAINED AN ONWARD RIGHT FOR PANAM BETWEEN MANILA AND HONG KONG. THESE GAINS WERE MADE AT THE EXPENSE OF SIGNIFICANT RECIPROCAL CONCESSIONS TO PHILIPPINE AIRLINES, AND ONLY AFTER CONSIDERABLE INTERGOVERNMENTAL STRESS AND STRAIN. WE WERE SATISFIED, HOWEVER, BECAUSE WE FORESAW DAILY SERVICE TO MANILA BY AN AMERICAN CARRIER, WITH ONE DAY A WEEK ON WHICH BOTH CARRIERS WOULD FLY.

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3. IT HAS COME AS A MOST UNPLEASANT SURPRISE FOR THIS EMBASSY

TO LEARN THAT PANAM AND NORTHWEST, IN FILING THEIR SCHEDULES FOR APRIL, HAVE EACH DECIDED TO FLY 747 AIRCRAFT MONDAY, TUESDAY, THURSDAY AND SATURDAY, THEREBY CONTINUING THE UNSATISFACTORY FOUR-DAY-A-WEEK SERVICE OFFERED BY U.S. CARRIERS BETWEEN THE U.S. AND MANILA, AND DEPRIVING THE AMERICAN TRAVELLER OF THE DAILY SERVICE WHICH HE HAD THE RIGHT TO EXPECT. MOREOVER, PANAM HAS CASUALLY DROPPED THE HONG KONG LEG WHICH WAS AT THE ROOT OF SO MUCH ANGUISH IN OUR NEGOTIATIONS, AND ON WHICH THEY NEARLY FOUNDERED.

4. THIS MEANS NOT ONLY THAT OUR TWO AMERICAN CARRIERS ARE THUS COMPETING DIRECTLY WITH EACH OTHER FOUR DAYS A WEEK AND LEAVING THE FIELD UNCHALLENGED TO PAL THREE DAYS A WEEK, BUT IT ALSO MEANS THAT OFFICIAL POUCHES, MILITARY MAIL, AND MILITARY FREIGHT WHICH MUST FLY ON AMERICAN AIRCRAFT ARE DEPRIVED OF THE REGUALR SERVICE THEY DESERVE.

5. THE U.S. CIVIL AERONAUTICS BOARD HAD A DIRECT ROLE IN OUR AIR NEGOTIATIONS HERE. MOREOVER, ITS BASIC CHARTER GIVES IT REGULATORY POWERS FOR THE FUNDAMENTAL PURPOSE OF ASSURING PROPER SERVICE TO AND PROTECTING THE INTERESTS OF THE AMERICAN AIR TRAVELLER. PRESUMABLY, THE CAB MUST PASS UPON THE SCHEDULES FOR MANILA FILED BY OUR TWO CARRIERS. IT WOULD APPEAR TO BE REMISS IN ITS DUTY IF IT FAILED TO REQUIRE THE CARRIERS TO REVISE THEIR SCHEDULES SO THAT MANILA IS SERVED DAILY BY A U.S. FLAG AIRLINE.

6. ACTION REQUESTED: DEPARTMENT IS ASKED URGENTLY TO HAVE CAB REQUIRE PANAM AND NORTHWEST TO REVISE THEIR PROJECTED SCHEDULES FOR APRIL IN ORDER TO FLY DAILY SERVICE BETWEEN U.S. AND MANILA, AND TO RESTORE THE PANAM SERVICE BETWEEN MANILA AND HONG KONG. PLEASE INFORM THIS EMBASSY OF ACTION TAKEN PRIOR TO FEBRUARY 28, ON WHICH DATE WE UNDERSTAND THE SCHEDULES WILL BE AUTOMATICALLY APPROVED UNLESS U.S. OFFICIAL ACTION INTERVENES.

SULLIVAN

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